

THE DELAWARE^{AND} HUDSON RAILROAD BULLETIN



APRIL 1, 1936

HIGH FALLS
WILMINGTON, N.Y.

Dream of Spring

BACK of the garden plot today
The earth is warm and wet,
And down old paths the truants, they
Are straying barefoot yet.

I see them in a mist of dreams
Come up from yesteryears
By margins of old boyhood streams
The happy host appears.

I join them where the dogwood bloom
Swims in a sea of sun,
And wild haws shed their sweet perfume
And spider nests are spun.
The old gang as it used to be,
Barefooted, tanned and brown,
Lost in the woodland mystery
Beyond the edge of town.

And my old heart is young again,
My laughter wild and free,
While through the wet, wet April rain
Old comrades call to me.
A dream, but through the mist of years
Spring brings the trooping throng
Of half-forgotten joys and tears
Like echoes of old song.

And like a harpist deeply stirred,
I touch the strings and see,
The happy years go by again
In pleasant pageantry.
Doubt drowns itself in April mist
And happiness again
Is draped in springtime amethyst
And wet with April rain.

—JAY B. IDEN.

"The D.H."

The
DELAWARE AND HUDSON RAILROAD
CORPORATION

"The D.H."

BULLETIN

Born to Railroad

Carbondale Veteran Taught by Father of Treasurer Davies

TOM! Grab your things and come over here," Master Mechanic Samuel Dotterer called to FIREMAN THOMAS J. MCCAWLEY a few days after the famous blizzard of '88. MR. MCCAWLEY, ready to start on a run from Carbondale to Nineveh, took his clothing and dinner pail and walked to the office, not knowing whether he was to be suspended, discharged, "bawled out," or what.

"Take that engine," Mr. Dotterer said, motioning to the *Oneida*, No. 53, "and handle her run until further notice."

"That was my biggest thrill in 58 years of railroading," says MR. MCCAWLEY, "promotion to the job I had been working for for years. After that I only fired a couple of trips in 46 years."

To a member of the McCawley family there was only one business to follow: railroading. The father spent 50 years in Delaware and Hudson employ, for many years operating a stationary engine on the Gravity. His service, together with his son's, totals 108 years, an average of 54 years each.

MR. MCCAWLEY earned his first wages as a slate picker in the Coalbrook Breaker, Carbondale, at the age of 13. For some time after going to work



THOMAS J. MCCAWLEY

he went to school nights, the instructor being Edward Davies, father of TREASURER W. H. DAVIES. Classes were held in the stationary engine house in back of River Street, Carbondale, and Mr. Davies was an expert mathematician with the faculty of imparting his knowledge to his pupils.

After a short time in the breaker, MR. MCCAWLEY was sent outside to drive a horse pulling coal cars from the mine opening to the breaker. Meanwhile, he was looking for an opportunity to transfer to the railroad, and, in 1879, he was given a job as locomotive wiper in the Carbondale roundhouse. That plant, which stood just north of the present structure, formed a complete circle, housing

all of the more than 30 engines then stationed at Carbondale. All of the power, with the exception of a few American (4-4-0) passenger engines, was of the Mogul (2-6-0) type, built by Dickson of Scranton. Some engines were still equipped with hand brakes.

For some time MR. MCCAWLEY fired for William Brokenshire on the *J. B. Van Bergen*, No. 17, on various mine runs out of Carbondale. During the blizzard of '88 his train was stuck in the snow near Uniondale for three days and two nights,

during which time he kept steam up by shoveling snow into the tank. A few days later he was promoted.

For five years, in two of which he had the *Oneida*, he was on a mine run between Carbondale and Hudson. In 1893 he was assigned to pull a fast merchandise train between Wilkes-Barre and Carbondale. At first there was a 12 mile-an-hour speed limit on freight trains, the time card specifying the mileage and time to be taken between each two stations. Enginemen who exceeded the speed restriction were called "on the carpet."

Beginning in 1899 MR. MCCAWLEY handled various extra passenger runs, both on the main line and the Honesdale Branch. Frequently he pulled excursion trains to Farview, and later to Lake

Ladore. Once, on a test run, two small engines, the 270 and 271, pulled eleven cars up the 2.2 per cent grade out of Carbondale.

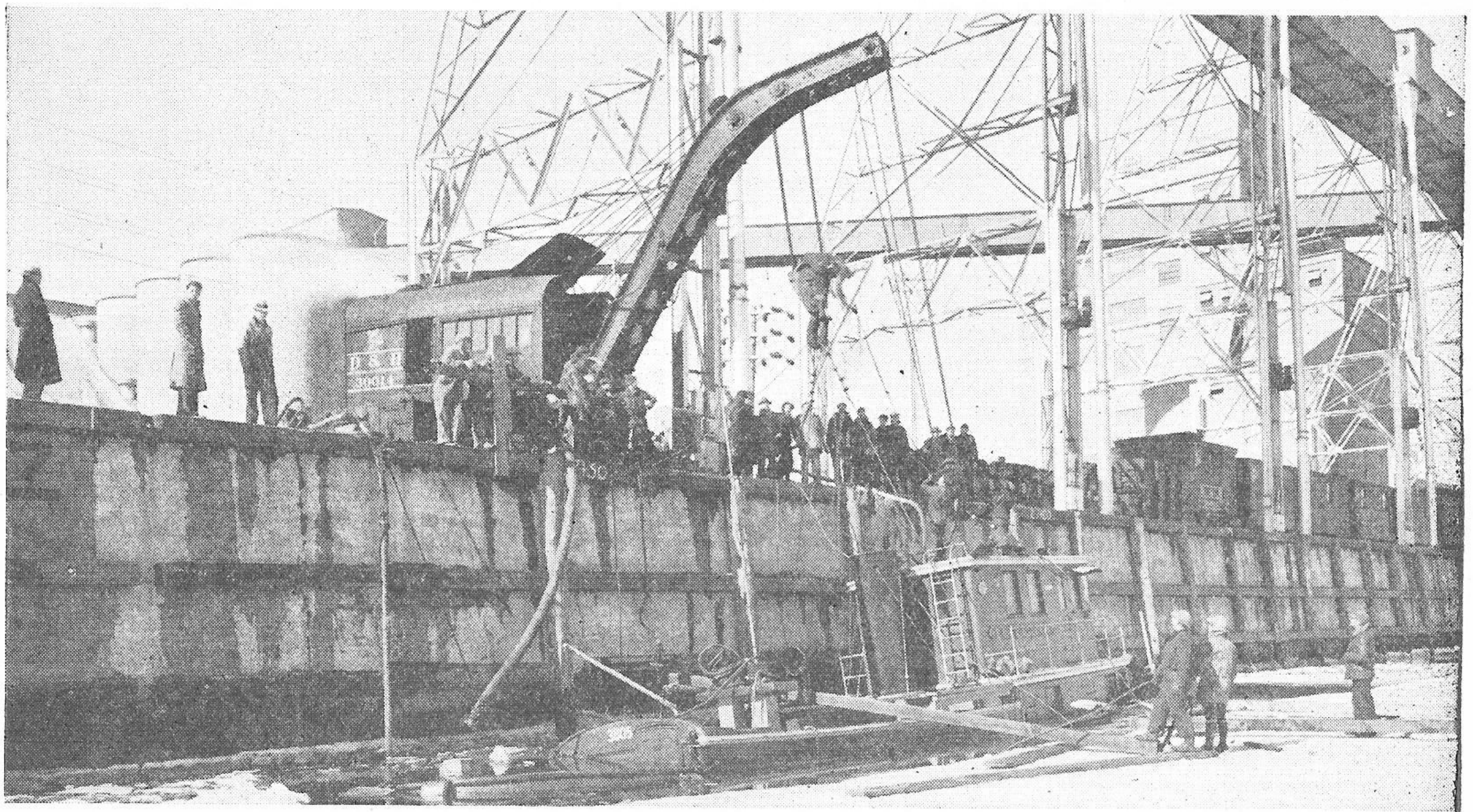
In 1905 MR. MCCAWLEY took a regular main line passenger run, making two round trips daily between Carbondale and Wilkes-Barre. When the train from Nineveh was more than 40 minutes late into Carbondale his crew had to take an extra passenger train to Wilkes-Barre, deadheading back.

The first trip from Carbondale to Wilkes-Barre each morning was made on an extremely fast schedule. While their running time was 80 minutes for the 36 miles, they had 10 station stops to make, in addition to the up-hill run into Scranton station and backing out on the main line again. Between

(Continued on page 60)

Colonie "Hook" Goes Fishing

Railroaders Salvage Tug Foundered at Port of Albany



WHEN the tug *Protector* sank at her moorings in 25 feet of water at the Port of Albany, February 27th, her owners were faced with a serious problem. With ice 22 inches thick covering the Hudson River, raising her with marine equipment was out of the question as it was impossible to bring such apparatus 150 miles up-river from New York. To leave her on the bottom until the ice went out would risk severe

damage to the boat and her machinery, as well as the job of digging her out of the mud.

The harbor master, fortunately, was a former Delaware and Hudson employe, and he suggested that the railroad be asked to send a wrecking crew to raise the craft so that she could be pumped out and repaired. The photograph shows how it was done, again demonstrating the versatility of railroad service.

Are You Informed?

"A Man's Judgment Is No Better Than His Information!"

AUBREY W. Williams is U. S. Youth Administrator. In a speech to the West Virginia Teachers' Convention, he said: "Professional and intellectual honesty demand that you tell your pupils that 70 per cent of our people must live below the standard of decency—that nearly half the national wealth is concentrated in the hands of less than 2 per cent of the population—that their chances of gaining economic freedom are stacked four to one against them."

Coming from a high government official, we have a right to assume that his statements are correct.

Every single statement above quoted is false—it is unquestionably subtle propaganda, intended to seep through our schools to prepare the minds of the rising generation for a dictatorship.

Briefly, here are the facts:

1. During the past 80 years the *average* wage of American workmen has increased 450%, while the *average* work-day has been reduced from 13 to 7 hours or, roughly, 50%.

2. Only 80 years ago, per capita wealth was \$307. Today per capita wealth is about \$2,222—*increase*, over 723%.

3. *Here is the way the country's accumulated wealth is divided:*

24 billions in Saving Deposits owned by 44 million people.

8 billions in Building and Loan Associations, owned by 10 million depositors.

91 billions in Ordinary Life Insurance Policies, owned by 33½ million people.

10 billions in Industrial Policies, owned by 88 million people.

20 billions in Assets of Life Insurance Companies, owned by the public.

50 billions are invested in 10½ million owned homes (not farm houses), housing 20 million people.

27 billions are invested in owned farms, operated by 3 million farmer-owners, housing 15 million people.

There are 14 million owned houses—they increased by 3 million in 10 years.

Today, 50 per cent of all homes are actually "owned."

2 million homes are rented for more than \$50 a month, and house about 10 million people.

4. Adding up the above, we find that 40 million different individuals actually own over two-thirds of the country's accumulated wealth, amounting to 192 billions; and these 40 million persons, with their families, represent 100 million people, and constitute 80 per cent of our population.

In other words, over two-thirds of the country's total accumulated wealth is owned by 80 per cent of the people.

5. *How about the remaining one-third of our wealth? Here it is:* There are about 9½ million stockholders who own 151 of our leading corporations.

There are over 500,000 unlisted corporations owned by average business men.

There are over 2 million individuals and partnerships who own and run their business.

Three out of 4 families own 26 million automobiles! 60 per cent have telephones; 50 per cent own radios; 66 per cent have electricity and equipment.

6. *Now, here's the way national income is divided:*

The Government's own figures show that 82.7 per cent of the entire produced income of the nation goes to the wage earner, salary earner, and those who actually work for a living—and the bulk of the remaining 17.3 per cent goes to small investors, insurance policyholders, millions of small real estate owners, etc.

Conclusion

If what Aubrey W. Williams says were true, we would probably all have turned Communist long ago. *Thank God, there is not a word of truth in his statement.*

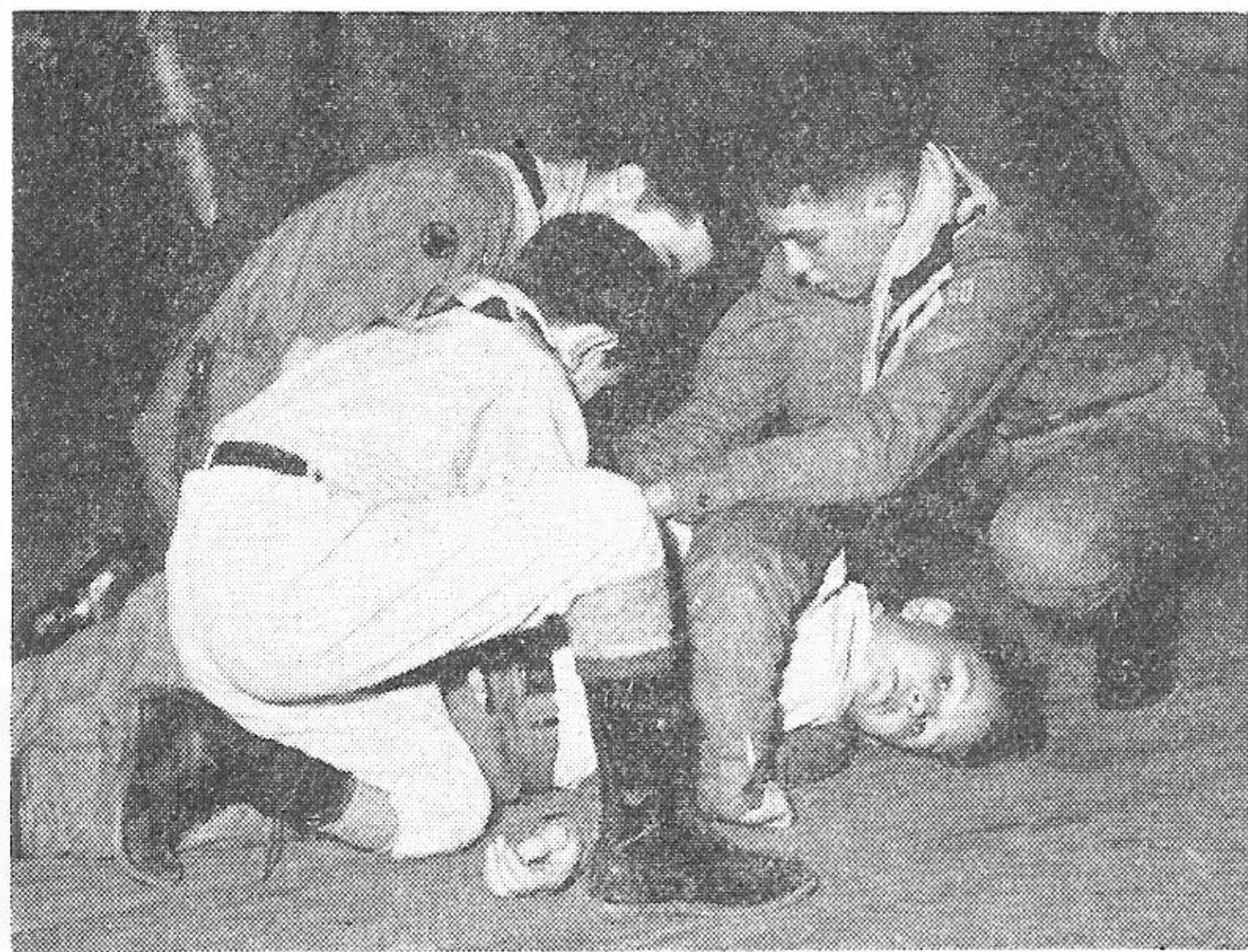
If we can just keep our feet on the ground—keep on plugging to produce in the future as we have in the past, in 20 years we shall have doubled our wealth and still further increased its already great distribution among all of the people.

We are the richest country in the world—each individual owns a greater percentage of the country's wealth than in any other country—the average earnings of every one of our workers is vastly greater than the earnings of any other workers in the world—our hours of work are one-half, or less, than the hours of work in any other country.

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Scout "Circuses"

Demonstrate Boys' Preparedness for Emergencies



First Aid Practice

TWELVE thousand residents of the Albany and Binghamton areas attended the first circuses of the Fort Orange and Susquenango Councils of the Boy Scouts of America, staged in those cities early in February. Governor Herbert H. Lehman was guest of honor and presented eagle scout and tenderfoot badges, as well as scoutmaster training certificates to those who had earned them, at the first event, in the State Armory, Albany, February 8, before a capacity audience of 5,000 people. A total of 7,000 persons attended the three performances of the Binghamton circus, the

following Friday and Saturday, the smaller armory at that point likewise being taxed to the limit to accommodate the crowd at each showing. W. D. MACBRIDE, National Field Executive, who is engaged by the Delaware and Hudson Railroad to promote Scout activities in its territory, acted in an advisory capacity in the planning and presentation of the circuses.

Over 2,000 Scouts, representing the 85 troops in Chenango, Broome, and part of Delaware county, New York, and Susquehanna County, Pennsylvania, an area of approximately 4,000 square miles, participated in the Susquenango Council circus at Binghamton. The Albany show was staged by 1,700 boys drawn from the Fort Orange Council, which embraces all of Albany and part of Rensselaer County, or about 1,100 square miles.

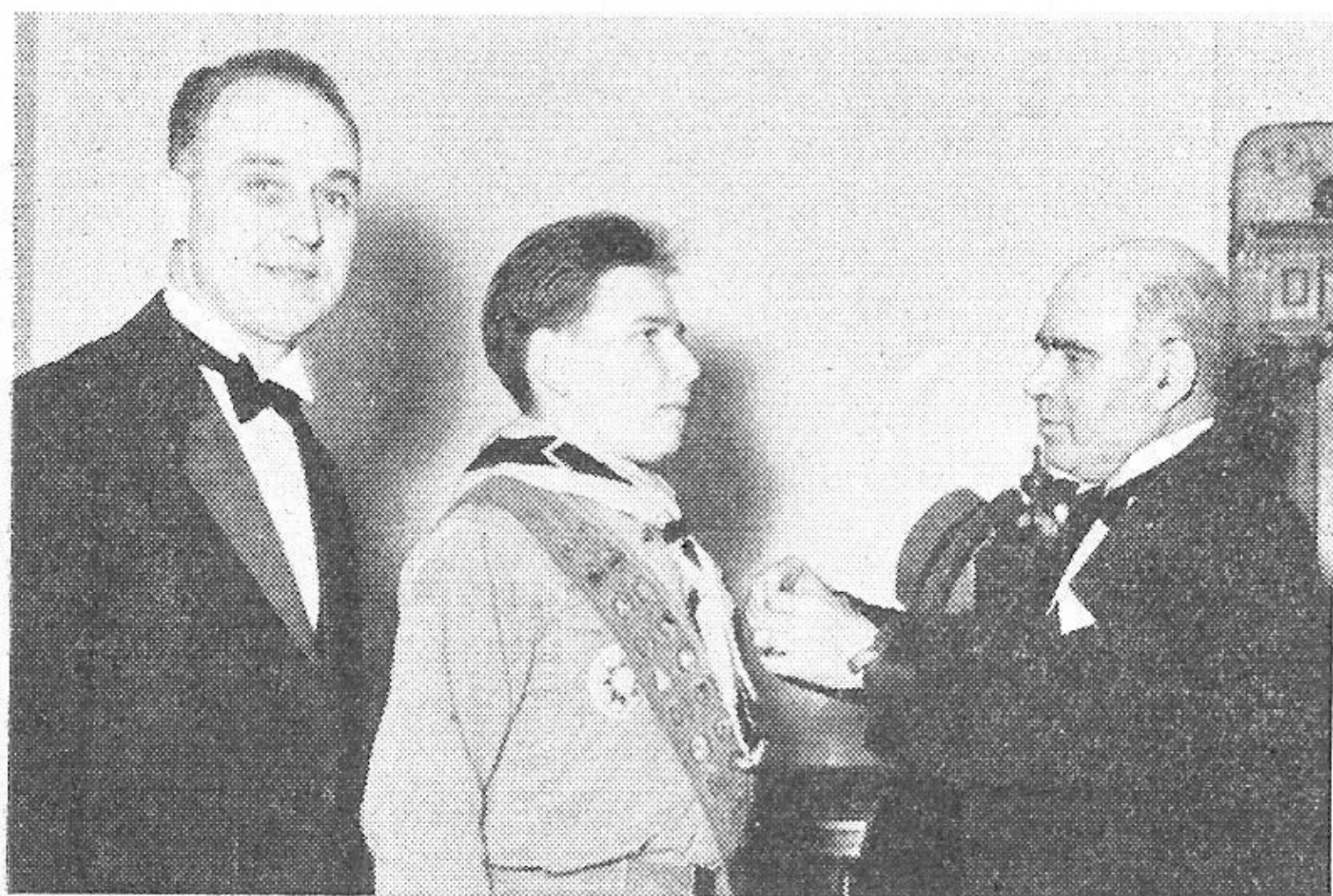
The purpose of these performances was to demonstrate to the general public that the Scouts are prepared to serve their communities, states, and country both in normal times and periods of emergency. Routine activities demonstrated were signaling, fire making, horsemanship, athletic events, knot-tying, life saving, artificial respiration and other first aid measures, book-binding, basket-making, photography, chemistry, nature study, wood-carving, electricity, leathercraft, metalcraft, art, stamp collecting, taxidermy, forestry, marksmanship, insect life, bird study, journalism, radio, safety,



"Portable" Lean-to

and cycling. The study and practice of these subjects are calculated to provide a program of activities, under trained leadership, for the boys' leisure time, so that their mental and physical abilities will be put to constructive work, rather than to pursuits which might lead them into trouble.

That the Scouts are prepared to serve their communities in times of catastrophe, such as an earthquake, tornado, fire, or flood, was demonstrated in a huge disaster scene, in which their tents, cabins, and other structures were destroyed in a manner patterned after the then recent Florida hurricane. The armory was plunged into darkness, lightning flashed, sound effects realistically portrayed the destruction of property and the howling of the wind and, as suddenly as darkness had descended, light returned, revealing chaos. The rescue squads rendered first aid, carried "dead" and "injured" from the scene, built observation towers, constructed



Gov. Lehman pins Eagle Scout Badge on Robert Ziriak, Jr., in the presence of J. E. Long, Supt. of Safety

communications and power lines, and set up field kitchens for feeding the survivors, demonstrating their ability to handle every phase of disaster relief work.

Each circus was a success in that the entire program was carried out with precision; not a single Scout was injured even though quarters were crowded and difficult feats were performed.

The Delaware and Hudson's interest in scouting has been previously stated in *The Bulletin* in the words of COL. J. T. LOREE, Vice-President and General Manager: "It was hoped that by participation in the work (by adding a Scout Executive to the staff) not only would we be doing our duty to the youth of today, but that certain advantages would accrue mutually to the boy, the road and the community. It is believed that through Scout training, boys become more careful and



Top Section of Tower

guard against avoidable accidents on or about highways, railroads, at home, school, or play; that with such training in Scout duty and habits, a group would develop from whom future employes might be drawn, educated in co-operative effort and the necessity for obedience and the assumption of responsibility; that the records of the councils in our territory might furnish us particulars indicating those boys most desirable as future employes, especially with reference to ability and leadership * * *

When the Delaware and Hudson entered this field, in 1927, there were 8,337 Scouts in 365 troops along the line; at the beginning of 1936

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Base of Observation Tower

How The Delaware and Hudson

Delivers the Milk by Rail

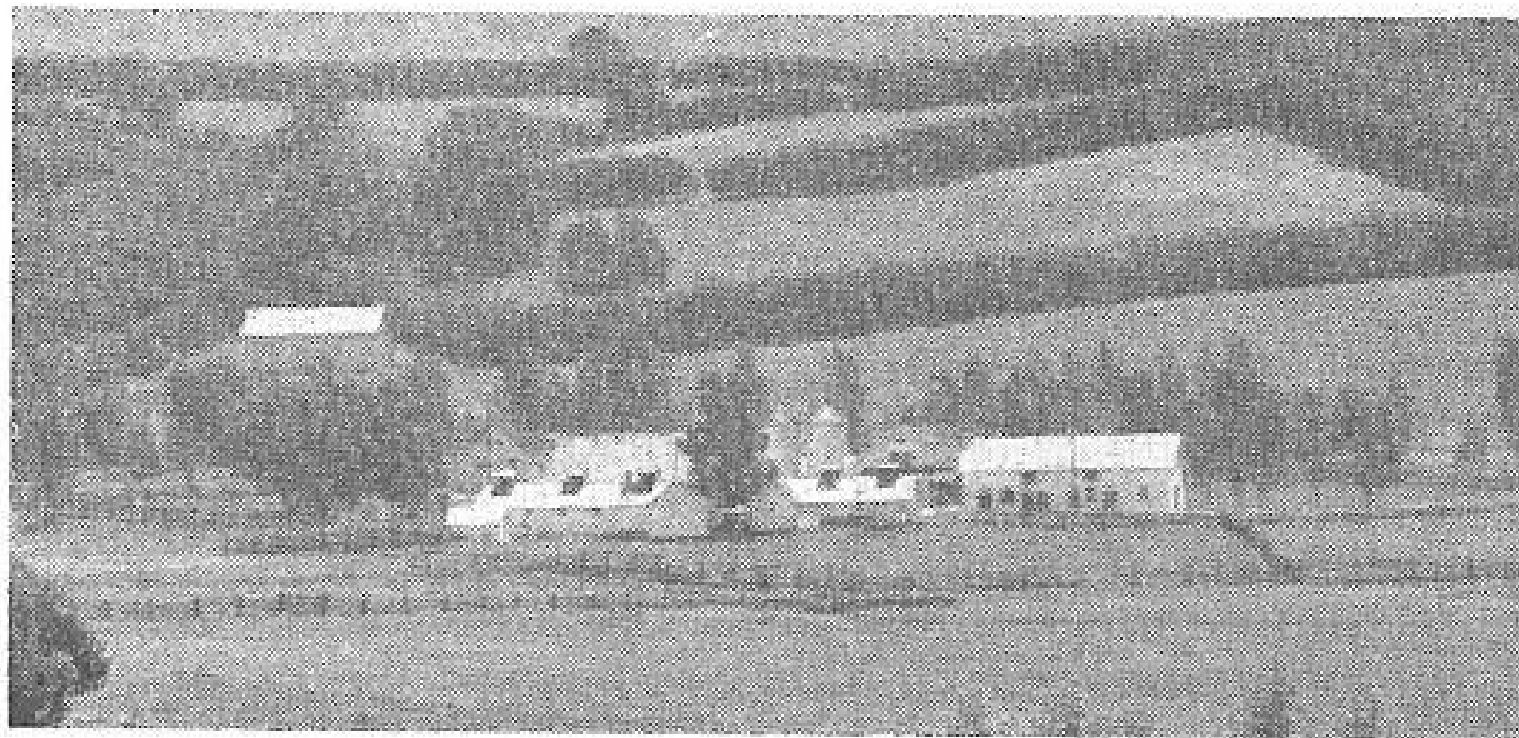
HOW the Delaware and Hudson serves as the connecting link between the dairy farms of the fertile Champlain and Susquehanna valleys and the metropolitan milk bottle is of interest to milk-

producers, railroaders and the city-dwelling ultimate consumer alike. Railroads were scarcely in their "teens" when, in 1841, a visionary individual, a railroad contractor named Thaddeus Selleck, conceived the idea of shipping sweet fluid milk by rail to New York City. By the spring of 1842 he succeeded in arousing enough interest in the idea so that a trial shipment was made. This consisted of six blue pyramid churns of that day, each containing 40 quarts of milk. When the churns were loaded on the train it was freely predicted that they would contain butter when they reached their destination. Such prophecies failed of fulfillment and the following year saw four million quarts handled by the Erie Railroad on which the experiment took place.

Prior to June 1, 1893, no regular milk service was in effect on the Delaware and Hudson, such shipments as were made being handled by the National Express Company. On that date milk shipments were made from Susquehanna Division points to New York City, the familiar 40-quart cans being used. A Mr. R. E. Westcott, under contract with the Delaware and Hudson, erected the milk plants at the shipping points and rented or sold them to shippers.

With the growth of the milk traffic new facilities were provided. On January 1, 1904, we had in service 8 standard Delaware and Hudson milk cars. On December 1, 1912, there were 67 such cars, 5 of which were provided with steel underframes so that they could be operated in passenger trains in accordance with newly enacted laws covering steel equipment. The floor capacity was approximately 360 40-quart cans, and the method of icing to preserve the milk was to place large pieces of ice directly on top of the cans.

The first milk cars built by the Delaware and Hudson contained two ice bunkers, one at either end of the car, but these were taken out of service in 1906 as they were found to be inefficient in pro-

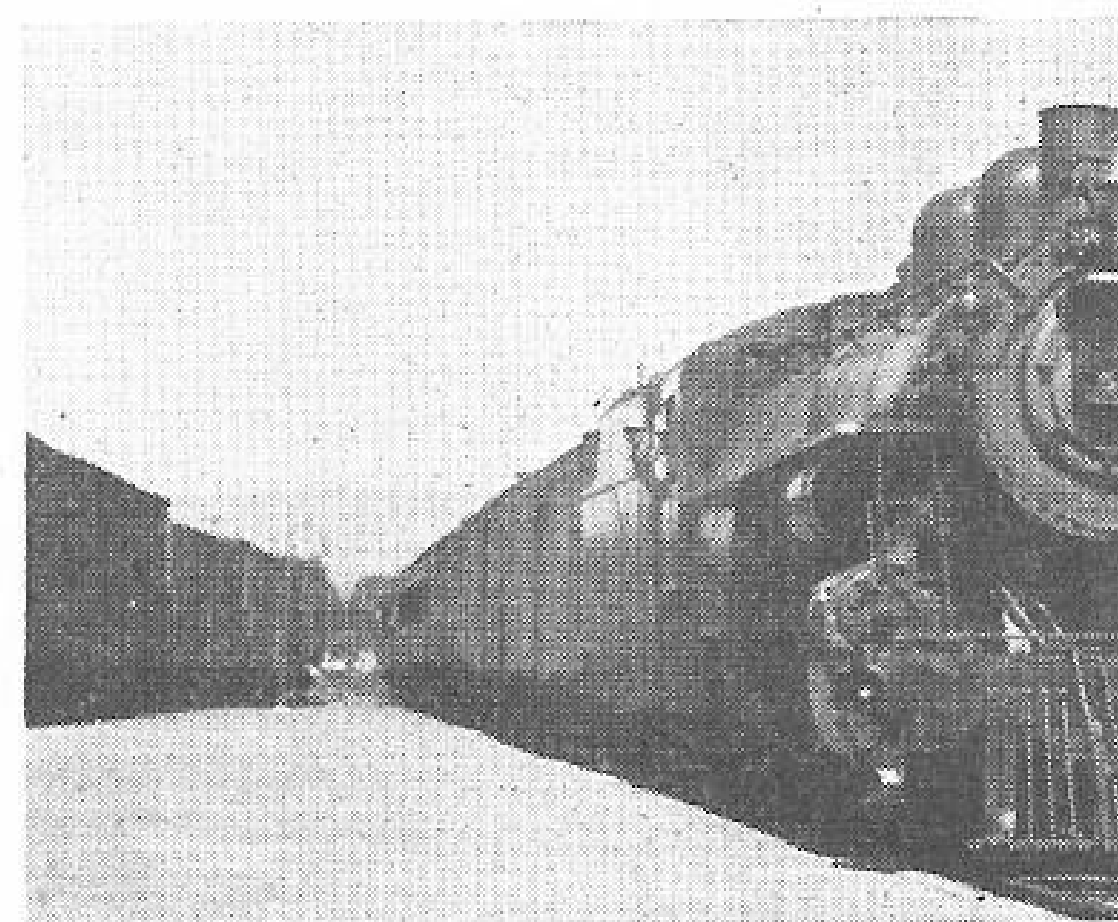


tecting the loading, causing loss of milk due to souring in transit. As of March 12, 1929, we had in milk service 67 standard milk cars and 41 produce cars, the latter carrying approximately 250 40-quart cans.

On October 1, 1927, glass-lined tank cars, the property of the Dairymen's League, with a capacity of 6,000 gallons of bulk fluid milk, were placed in service on our Champlain Division, operating between the Canadian boundary and New York City. On January 11, 1928, a similar car was operated on the Susquehanna Division, and on January 1, 1929, H. P. Hood & Sons began the use of such a car between points on the Rutland and Washington Branch and Boston, Mass. All Sheffield Farms milk shipped via the Delaware and Hudson is now handled in glass-lined tank cars.

For comparison, the standard Delaware and Hudson milk car has a carrying capacity of 3,600 gallons of fluid milk contained in 40-quart cans. Our produce cars carry about 2,500 gallons in cans, while the glass-lined tank cars have a capacity of 6,000 gallons. In other words, the modern tank car will carry 67 per cent more milk than our standard milk car and 140 per cent more than our produce cars, thereby greatly reducing the number of cars required to transport a given quantity of milk. There are at present but 4 Delaware and Hudson milk cars in daily use serving points where the volume handled is insufficient to warrant the use of tank cars, 11 of which are now loaded daily.

The severe weather conditions of the past winter have proven the greater dependability and flexibility of milk service by railroad tank cars as against shipment by tank truck. When the icy hand of winter held the Middle-west clutched in its grasp, a tank car, loaded on our Susquehanna Division



was speeding on its way to New York City when the Borden Company got word of a threatened milk famine in Chicago. This car was switched out of the train at Harmon, and in a few minutes was roaring toward Chicago at 80 miles-an-hour in one of the "crack" passenger trains. Before it reached its destination, word came that the threatened famine in Chicago had been averted by the timely arrival of other milk, but that a city in Indiana was suffering from lack of the precious fluid. So the car was again diverted in transit, and arrived in time to meet the newest demand, the milk being sweet and within one degree of the temperature at which it was loaded into the car.

So satisfactory have tank cars been that the Borden Company has just "launched" the first of a fleet of new all-metal streamlined milk cars containing glass-lined tanks. Six inches of cork insulation between the glass surfaces of the "thermos bottles" in which the milk is carried permit transportation over distances of as much as 200 miles in summer with a temperature rise of but one degree, the milk being pumped into the cars at 36 degrees. Upon arriving in New York the milk is forced out of the tanks by compressed filtered air, into tank trucks which convey it to the pasteurizing and bottling plant. Sanitary air tight connecting pipe

lines are used, the milk being at no time exposed to the outside air. The car may be unloaded in 30 minutes.

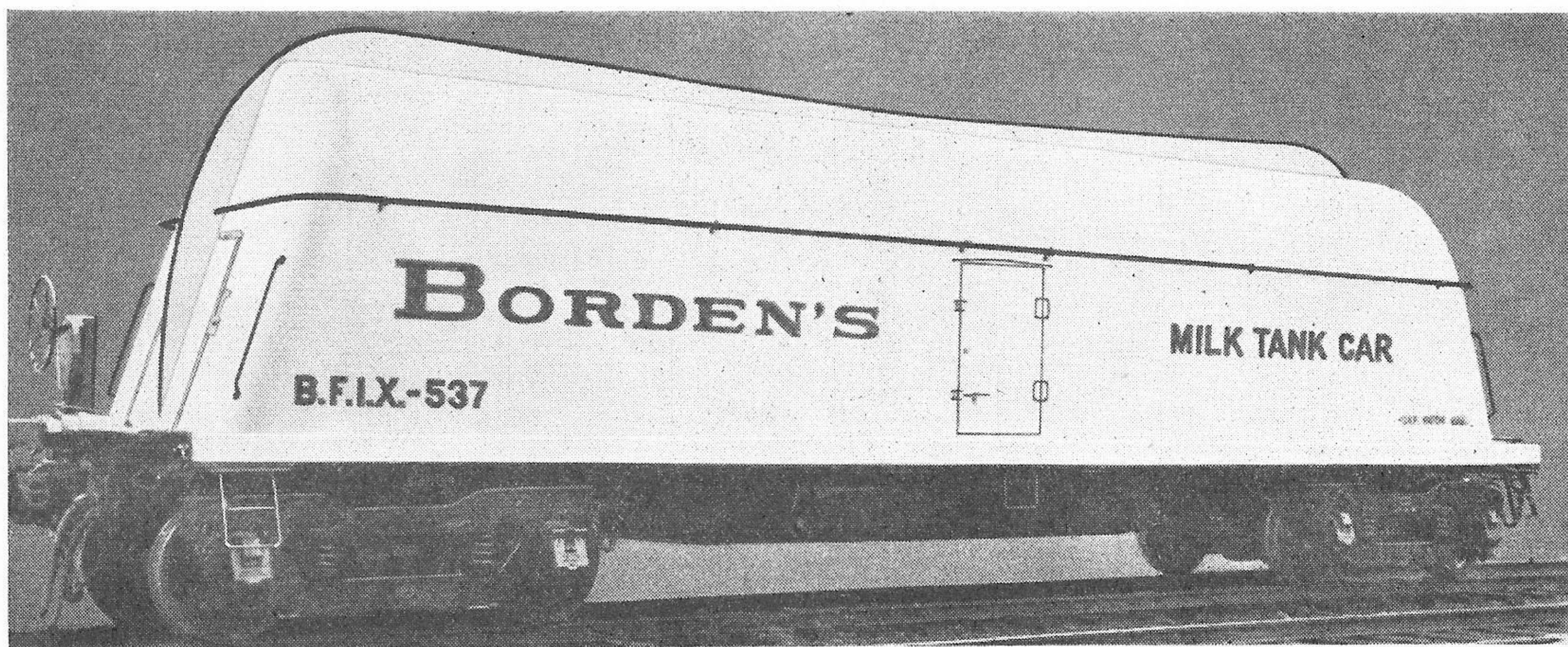
The new cars, though of all-metal construction weigh only 42 tons empty or 67 tons loaded, 2½ tons less than the conventional wooden-body car. Since milk traffic is distinct from freight and must move at high speeds, the streamlining of the protective shell over the tanks may result in a considerable saving in air resistance. Standard passenger train trucks and braking equipment make safe operation at high speed possible. The steel outside shell has a protective coating of aluminum metal fused on by a new process so that no painting is required. Naturally enough, the first car of the new design was christened with a bottle of milk.

Frost "Grows"

THE necessity for good drainage to allow water to run away from the railroad right of way has long been recognized. Recent investigations made by Professor Arthur Casagrande of the Harvard Graduate School of Engineering on the action of frost in different kinds of soil may prove highly important to railroad as well as highway engineers.

Among other things, it has been disclosed that at low temperatures the ice crystals which form where moisture has pocketed under a highway or railroad continue to grow, especially when the rate of freezing is slow, until they exert terrific pressure thus causing the "heaving" of the top surface sometimes more than a foot in the air.

No growth of ice was found in gravel or sand. The use of insulating materials to prevent penetration of frost under pavements is being considered, as well as a means of preventing the penetration of frost into sub-grades.



The

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All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 16 April 1, 1936 No. 4

Electrification

MUCH publicity having been given of late to the electrification of railroads, it is interesting to note that the *Rome Express* is now hauled by motors for a longer distance than any other train in Europe. Electric locomotives are used for a total distance of 530 miles, the steam-hauled section from Pisa to Florence dividing the electrified zone into portions of 197 and 333 miles. This latter will soon be increased to 354 miles by extension of the electrification of the Paris-Lyons-Mediterranean of France, and if present plans mature, it will eventually be possible to go by electrically propelled train all the way from Bologna to Reggio, 675 miles.

For a continuous electric ride, the 515-mile run between Geneva and Salzburg on the Geneva-Vienna run, holds world high honors at present. In America, it is now possible to travel under electric power from New Haven, Conn., to Washington, D. C., a distance of about 315 miles, though the Milwaukee Road still holds the blue ribbon for its 659 miles of electrification. This is, at the present time, the longest in the world, even though it is divided into a 441-mile stretch between Harlowtown and Avery and a 218-mile run from Othello into Seattle.

With the exception of short distances around terminals, on sections of extremely dense traffic, or in mountainous districts where heavy grades and abundant waterpower, as well as tunnel operation, make electrification advantageous, it seems improbable that steam will ever be displaced for main line operation.

Footing the Bill

THE president of a large American merchandising corporation told his stockholders that it pays a dividend of \$1.00 a share—while its taxes amount to \$1.12 a share. "Your thoughtful consideration," the president said, "of tax figures will bring to you a realization of the burden of your company's tax bill and will perhaps indicate the present tendency toward excessive taxation, which obviously must be borne, directly or indirectly, by Mr. and Mrs. John Citizen."

Hundreds of other businesses, large and small, find themselves in a similar position. For a while it may be possible to meet increased taxes by lowering the return to stockholders. Sooner or later, the tax burden must be reflected in the cost of whatever the company sells, be it locomotives or a can of beans. The entire public must always eventually foot the bill caused by reckless, extravagant and wasteful government.—*Exchange*.

"Progressive"

THE editor of the *National City Bank Bulletin* observes that the "progressive" orators who recently have been talking loudly have "been making practically the same speeches for 40 years or more and all they have been saying has been amply refuted during the same time by the record of American industry and the rising standard of living of the American people."

The editor produces evidence from the government census which proves his point, although to one who has been alive for four decades the figures are unnecessary.

A good industrialist sees twenty years ahead. Most professional "progressives" fail to see beyond the present moment. They seem to be unmoved by the fact that progress under the system they denounce is so rapid that it makes them ridiculous in their own lifetime.—*Through the Meshes*.

Two Rules

THERE are two good rules which ought to be written upon every heart. Never believe anything bad about anybody, unless you positively know that it is true. Never tell even that, unless you feel that it is absolutely necessary, and that God is listening while you tell.—*Henry Van Dyke*.



"If you can take defeat sweetly, you are already on the highroad to success."

A Complicated Business is That of

Reforming the Calendar

WHY is it that someone pops up every now and then with a proposal to reform the calendar? The statistician or business man who has to compare day by day or month by month performance of this year with last knows what trouble this Leap Year makes, though he has troubles enough in an ordinary year. Yet the formulation of a new calendar is fraught with difficulty.

Prior to 1852 the "civilized" world, that is the portion which was ruled by ancient Rome, went according to the Julian calendar, so named because it went into effect by decree of Julius Caesar in 45 B. C. It was based upon the calculations of the Roman astronomer Sosigenes who computed that it took the earth $365\frac{1}{4}$ days to complete its circuit of the sun. Thus we see the need of the extra day every four years, and so leap year was invented.

It was 1,600 years later before folks got worked up over the fact that Spring began to arrive, not on the 21st of March as scheduled, but nearly two weeks earlier. Actually, Caesar had set the official date for the season to change as March 25, and here it was coming on the 12th, though Caesar no longer cared.

Pope Gregory saw, however, that something had to be done or else, in the passing of the years, spring would be arriving in the middle of winter, thus putting Easter and the other religious festivals at the wrong time of year, even as they now occur in the southern hemisphere. So he ordered a reform, and we now have the Gregorian calendar, named after him. He did not restore the opening of spring to March 25, but, going back to 325 A. D., set it to correspond with that year, during which the Council of Nicaea had made the rules for determining the date on which Easter was to fall. Thus ten days were stricken from the calendar, to be lost for all time, hence the oft-quoted statement that for ten days no one was born, married or died.

To avoid a recurrence of the error thus corrected it was ordered that future years marking the beginning of a new century should only be leap years if divisible by 400, other years having an extra day if divisible by four. Thus there are 97 leap years in four centuries instead of 100 as under the Julian calendar.

But there is trouble ahead for someone, for this

difference of three days in 400 years is incorrect to the extent of some 24 seconds a year. Though this is sufficiently accurate for railroad operation, it builds up to a day in 3,000 years so that in the year 4600 spring will arrive on March 22, unless someone does something about it.

Meanwhile the Eastern Orthodox Church clung to the Julian calendar until 1923 when it adopted the Gregorian, but with a different leap year rule. This is that years beginning centuries shall be leap years only when, if divided by 9, they give a remainder of 2 or 6. Thus its calculations will agree with those of the western world until the year 2800 which it will not recognize as a leap year, thus gaining a day on us, but who cares?

"As a Man Thinketh"

ONE of the leading neurologists of England reports an experiment carried on with three soldiers of the British Army. "I asked the three men to submit themselves to a test designed to measure the effect of their mental attitude on their physical strength, this strength to be registered by a single gripping device operated by the right hand. In their normal state these three men had an average grip of 101 pounds. When under hypnosis I told them they were very weak, their utmost effort registered only 29 pounds. But when, still keeping the men under hypnosis, I told them they were very strong, their average strength jumped back to the normal 101 pounds and then rose to 142 pounds. They were actually 40% stronger when they believed they were strong, and actually 70% weaker when they believed they were weak."—J. G. Gilkey, *Solving Life's Everyday Problems*.

What He Wanted

It was a fairly busy time in the outfitting department when a little boy entered and approaching the counter asked the clerk for "a soft man's collar."

The clerk smiled and the customers laughed.

Pointing to his own collar, which happened to be a soft one, the clerk said: "You mean one like this, sonny?"

"No," replied the boy, "I want a clean one."

Born to Railroad

(Continued from page 52)

station stops, slow orders in territory where the tracks cross mining operations, and time lost picking up heavy mail and express shipments, they had to average better than a mile-a-minute when they were in motion. The track between Pittston and Wilkes-Barre was excellent for fast running, and they went down over those last few miles just as fast as the engines would go.

In 1917, when the passenger schedule was re-arranged, MR. MCCAWLEY took a Carbondale yard job, continuing in yard service for the 17 years prior to his retirement on pension, August 1, 1934. One fact, of which he is extremely proud, is that he was never involved in an accident for which he was to blame, and particularly that in 46 years at the throttle he never figured in a rear-end collision.

While in fast freight service he had a miraculous escape from injury in an accident at Providence. His engine, the 319, tipped over on a frog. When it started over he jumped and managed to scramble clear of the falling engine. There was a car of scrap iron next to the engine, and pieces of iron fell all around him as he clambered up the bank. When the danger was past he became conscious of a pain in his foot—medical examination revealed a broken bone. That was the only injury he suffered in 58 years of railroading.

MR. MCCAWLEY, who lives at 30 River Street, Carbondale, is a member of The Delaware and Hudson Veterans' Association, the Knights of Columbus, and St. Rose Catholic Church of Carbondale. He has nine children: Dr. Walter McCawley, a physician of Washington, D. C.; Dr. Leo McCawley, a dentist at Carbondale; Dr. Eugene McCawley, a dentist at Susquehanna, Pa.; Joseph, a chauffeur, of Washington, D. C.; Thomas, a mining prospector, of Reno, Nev.; Mrs. Martin J. Ryan, wife of a New York City dentist; Mrs. Edward J. Foley, wife of the Delaware and Hudson general yardmaster at Carbondale; Miss Clair McCawley, employed by Pan American Airways, in New York City; and Miss Gertrude McCawley, manager of a hairdressing establishment in New York City.

A Long Chase

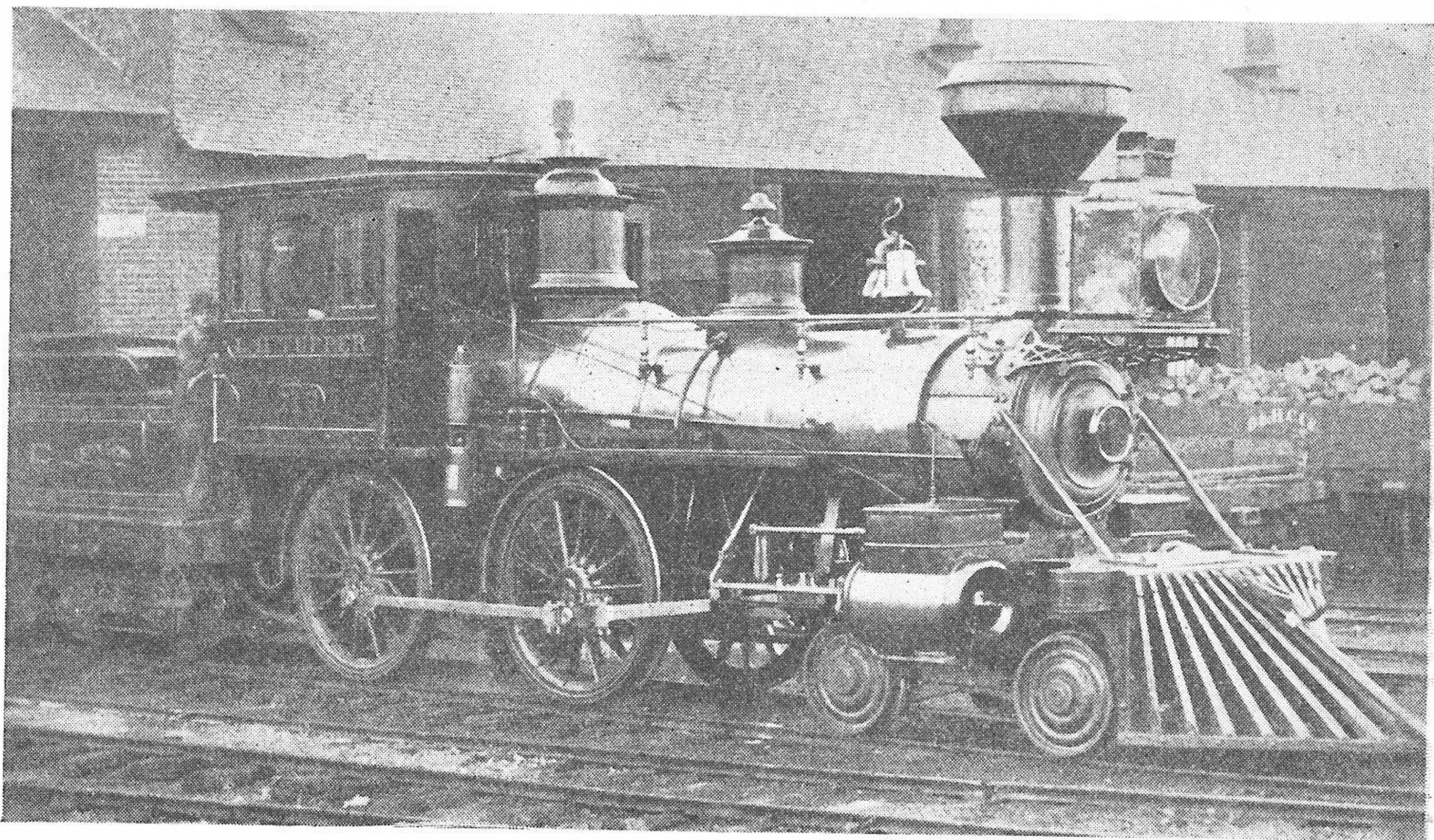
The near-sighted man lost his hat in a strong wind. He gave chase, but every time he thought he was catching up with it, it was whisked away.

A farmer's wife who had been watching him rushed down to the gate. "What are you doing there?" she screamed.

"I'm trying to catch my hat," he politely answered.

"Your hat!" she exclaimed. "Why, there it is, over by the wall. That's one of my black hens you've been chasing!"

Who Remembers the *J. H. Tupper*?



Perhaps some reader can identify this old photograph

Some Large Railroads

Contrary to Common Belief German State System is Not First

THE largest railroad system in the world at the present time is the government owned and operated Peoples Commissariat for Transport, of Russia, including 52,750 miles of line, according to the *Railway Year Book*, published in England. This annual publication lists a total of 144 railroads with more than 1,000 miles of track, 48 of which are in the United States, and 38 systems with more than 5,000 miles. As a matter of information the latter list is reproduced below:

Over 20,000 Miles

Peoples Commissariat for Transport (Russia)	57,750
German State Railway Co.	33,680
Canadian National Railways	23,750
Canadian Pacific Railway	21,234
Brazilian Railways	20,610

Over 10,000 Miles

Atchison, Topeka & Santa Fe	13,294
Southern Pacific System	13,228
South African Railways	13,100
Polish State Railways	12,450
New York Central System	11,364
Chicago, Milwaukee, St. Paul & Pacific	11,131
Pennsylvania Railroad	10,473
Italian State Railways	10,095

Over 5,000 Miles

Imperial Government Railways of Japan	9,540
Chicago, Burlington and Quincy	9,037
Chicago and North Western	8,428
Great Northern	8,287
Czechoslovak State Railways	8,275
Chicago, Rock Island and Pacific	7,575
Missouri Pacific	7,234
North-Western Railway (India)	7,086
Roumanian State Railways	7,010
Paris, Lyons & Mediterranean Railway (France)	7,000
London, Midland & Scottish Railway	6,942
National Railways of Mexico	6,931
Northern Pacific	6,726
Southern Railway	6,644
Illinois Central System	6,617
Queensland Government Railways	6,566

State Railways of the Kingdom of Yugoslavia	5,520
Baltimore and Ohio Railroad	6,440
London and North Eastern Railway	6,384
New South Wales Government Railways	6,164
Argentine State Railway	5,705
St. Louis-San Francisco Railway	5,491
Atlantic Coast Line	5,148
Buenos Ayres Great Southern Railway	5,085
Louisville and Nashville Railroad	5,049

Scout "Circuses"

(Continued from page 55)

there were 13,165 boys in 573 troops. Furthermore since 1927 only eight boys with Scout training have been arrested by Delaware and Hudson police. It is hoped eventually, after the entire territory has been covered, that juvenile arrests will be greatly reduced if not wholly eliminated. While the company's Scout activities are not entirely responsible for the improvement in the number of troops and councils as well as in the crime record, they have helped materially.

Only two of the twelve councils in our territory have staged events of the magnitude of the Albany and Binghamton circuses, though other councils with fewer Scouts enrolled, have presented equally successful events on a smaller scale. The Mohican Council, at Glens Falls, and the Otschodela (Otsego, Schoharie and Delaware counties), with headquarters at Oneonta, conducted similar affairs in 1935. The latter will present a second circus in the State Armory, Oneonta, Saturday, May 9. The Plattsburg District of the Adirondack Council conducted another show, in cooperation with the Plattsburg Barracks, February 6, 1936.

Another specific example of the work the Boy Scouts are doing comes from the Mid-Valley Council, with headquarters at Peckville, Pa. Late in February, when the Lackawanna River threatened to overflow its banks as has happened at several times in the past, that Council made detailed preparations to cope with any situation which might arise, although this fact was not known to some of the residents of the territory who were not acquainted, through Scout contacts, with the work the Council is doing.

Something in Your Eye?

1. Try not to close your lids. If necessary, hold them apart with your fingers so the sudden rush of tears will flush over the eyeball.

2. If this does not work, place the upper lid down over the lower lid, and while still holding one lid against the other, roll the eyeball upward and then release the upper lid. Often the edge of the lower lid or the lashes will brush out the particle if it is under the upper lid.

3. If these suggestions do not help, it is quite likely that the foreign material is imbedded in the cornea, the clear, shiny portion of the eyeball immediately in front of the pupil. Keep the involved eye gently closed and get to a doctor as quickly as possible. Carefully avoid a druggist, beauty operator, or a barber; your eye is too precious for experimentation.

4. If you cannot get to a doctor within a very short time, it is wise to put a generous supply of boric acid ointment or plain petrolatum, never carbolated, in the eye, until you can get to the doctor. A tablespoonful of castor oil or olive oil will do as well. An ophthalmic tube of 10 per cent boric acid ointment for this purpose is a splendid addition to your emergency medicine cabinet. Finally, never allow anyone to use matches, toothpicks, or corners of handkerchiefs against your eyeball. We have never known anyone who had suffered any impairment of the eye who did not insist on the great importance of being particularly careful to preserve the eyesight, since once the sight is impaired, it cannot be regained. Let us take warning from those who tried to lock the barn after the horse was stolen.

Are You Informed?

(Continued from page 53)

We individually have more of the necessities, more of the comforts, more of the luxuries, greater educational opportunities, and an average living standard more than 3 times as great as found anywhere on earth.

You can do a real service to your country and to Good Government if you will but counteract false propaganda, wherever you find it, by quoting the facts. Again, we repeat: "A man's judgment is no better than his information!" IT IS YOUR DUTY TO BECOME INFORMED.

(Excerpts from an address by E. B. Gallagher of the Clover Business Service, Norwalk, Conn., before Kansas City Chamber of Commerce, Jan. 15, 1936. Reprinted from Power & Light News.)

Time Freight

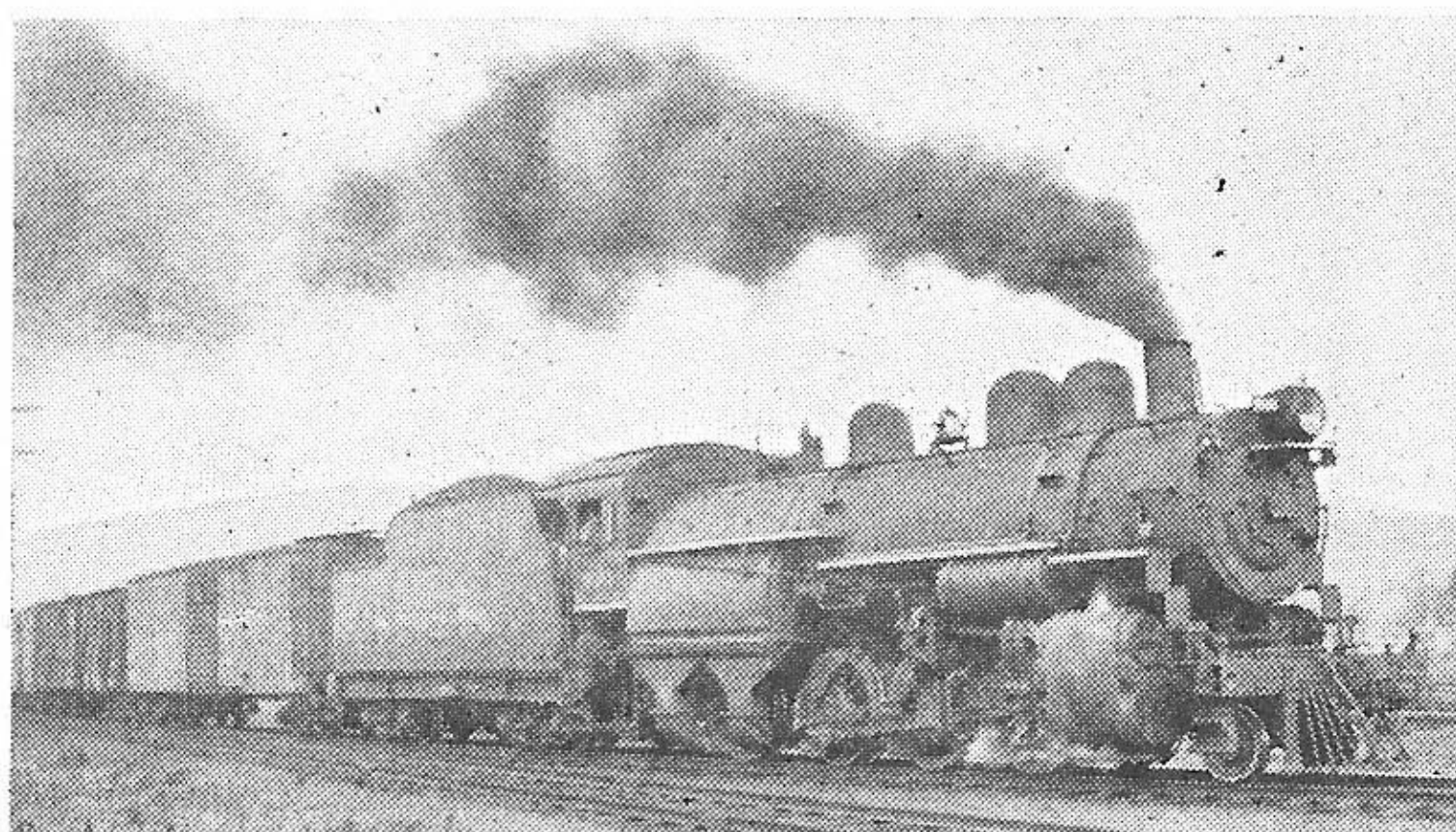


Photo by H. I. Humphrey, Binghamton

From Here and There

NATURAL gas now supplies over 5 times as much energy as the entire electric industry, according to the Federal Trade Commission. Pipe lines now bring natural gas to practically every metropolis East of the Rockies, with the exception of New England.

William Shakespeare, who never left the boundaries of England, laid the scenes of his plays in many parts of the European continent, in Asia Minor, and in Africa.

More than 6,700,000 fur-bearing animals and 20,600 alligators were taken in Louisiana during a single year, the list including muskrats, opossums, raccoons, minks, skunks, otters, wildcats and foxes.

Wisconsin produces approximately two-thirds of the nation's cheese. In one year the state made 325,000,000 pounds, valued at \$68,000,000.

The first automobile license in this country was issued in 1893, to Elwood Haynes, who operated a car of his own make.

The "monkey wrench" was named after its inventor, Charles Moncky.

The American people buy about 200,000,000 books a year, bringing to the publishers approximately \$150,000,000. In comparison, the ice cream business produces \$365,000,000 a year.

Troubles

De Good Lawd send me trubbles, an' I'se got t' wuk 'em out; but I looks aroun' an' see dere's trubbles all about. An' when I sees my trubbles, I jes' looks up an' grin, an' counts up all de trubbles dat I ain't in.—*The Roar*.

Clicks from the Rails

The Herds of Deer

which have been seen along our Susquehanna Division for several winters past, lost another member in January when it was struck by a train and so badly injured that it had to be destroyed. The engineer of a freight train saw the animal caught in the fence near Richmondville. A game warden, who reached the scene on a track motor car provided by Delaware and Hudson representatives at Cobleskill, found that the deer's legs had been severed, apparently by a train, and ordered it destroyed. The carcass was turned over to the county welfare commissioner for disposal.



"Tune Doggling"

is the term applied by Bostonians to the 90-minute concerts furnished daily to commuters awaiting trains in the local North Station. Every day bands furnished by the Works Progress Administration serenade occupants of the station from a bandstand provided by the Boston and Maine.



The Hickory Stick,

to the tune of which an earlier generation was supposed to have learned its readin', writin', and 'rithmetic, has been replaced by pencils in a Baltimore and Ohio drive to keep children off the tracks. A detective hit upon the stunt of handing youthful trespassers pencils bearing the motto: "Keep Away from the Tracks Today." The idea works!



Conscience Funds

have recorded some queer contributions in the past, yet few match this one: A Liberty Bond coupon for \$1.07 was received from a "penitent sinner saved by grace" in a small New York town "to cover cost of 3 or 4 towels I stole from a Pullman car about 10 years ago."

"Bike and Hike" Trains,

inaugurated by the Boston and Maine last fall, promise to become a popular and profitable railroad service. Passengers may bring their own "wheels," baggage free, or rent one from the bicycle car on an hourly or all-day basis. On the initial trip, timed to give the excursionists the full benefit of the fall woodland scenery, 191 passengers were aboard despite a pouring rain at the time of departure. Eleven brought their own bicycles, while 42 others were rented. More than 100 men and women went along to hike over autumn trails. Among the bicycles was a "tandem for two" pedaled by a man and his wife.



A Ruddy Complexion.

bordering on apoplectic, probably marked the passenger who, upon taking a taxi at the Pennsylvania Station in New York, drove in haste to the main entrance where he ordered the cabbie to wait while he reported the loss of a bag left on a Pullman from which he had just alighted. His bag was finally located in the waiting cab, the meter of which, by that time registered about \$5.



It Isn't News

when a railroad buys a coal mine, but it is rather unusual for it to then stop all work in it and fill it up solid. This is what the London, Midland & Scottish did to overcome "mine caves" which slowed up main line traffic causing a two-minute delay to fast trains in Staffordshire.



Nicknames for Streamliners

are already supplanting the official names of these trains in the conversation of the man on the street. The Burlington's *Zephyr* has been dubbed the "Zipper," while the Milwaukee's *Hiawatha* is being called the "Highwater."

A Dog Was Saved

by a kind-hearted Frisco engineer who stopped a freight train to set it free from a fence in which it was caught. Both fireman and engineer saw the dog on their run between Carthage and Monett, Missouri, one day, although they were unable to stop because another train was following close behind. The next day, when they saw that the animal was still enmeshed and would probably starve if not freed, the engineer stopped his train to release it.



Stolen Doorknobs

and plumbing, removed from passenger stations, were advanced by the Long Island Railroad as reason for asking increased fares. The road's chief maintenance engineer testified before the state transit commission that one of the largest expense items was replacement of these fixtures after they had been stolen. "The public takes the fixtures faster than we can put them in," he said.



A Horse-Train Race

took place recently on the New Haven's right of way at Atlantic, near Boston, where a horse, which had been pulling a sidewalk plow, saw the newly-cleared tracks, suddenly broke loose from the plow, and started down the right of way ahead of a commuter train. The train, which followed the horse at a discreet pace until he was captured a mile away, was delayed five minutes.



A Crashing Airplane

recently halted traffic in a subway near London. The plane severed electric transmission lines as it fell, stopping every train and plunging the tube into darkness. Busses were used to handle the traffic until repairs had been made.

Your Place

*W*HOEVER you are, there is some younger person who thinks you are perfect. There is some work that will never be done if you don't do it. There is some one who would miss you if you were gone. There is good reason for becoming better than you are. There is some one who hates you because he doesn't understand you. There is a place to be filled that you alone can fill.

—STANOLIND RECORD.